SIX NATIONS IN AUTO CUP RACE

(1.15SIC MOTORING EVENT TO BE RUN JULY 5.

America. France, Germany, England, Austria and Italy to Be Represented in Annual Contest for Bennett Trophy Over the Auvergne Course in France.

With six countries as contestants, each being represented by a full team of three care, the sixth contest for the James Gordon Bennett international automobile trophy will be run on July 5 over the Auvergne circuit in France. Thery, who won last year with a flichard-Brasier racer, will be one of the flimination trais which were held recently over the cup course. France, England, Germany, Italy, Austria and America are the nations whose greatest racing cars have been entered for this classic automobile event. A team was entered by the Swiss Automobile Club, but a dispute arose be-

single market for the highest priced European cars.

Automobile Club, but a dispute arose between the club officials and the intending contestants over expenses, and the Swiss entry was withdrawn.

As is perhaps natural, the French team is the favorite in the betting which is being done on the race, and Théry's countrymen are very confident of his ability to retain the cup which he took to France last year after his victory over the Homburg course in Germany. Next in European favor is the

		THE ENT	RIES IN DETAIL.		
Country-	Car. Richard Brasier	Name of Driver. Therv	Nationality of Driver.	Color.	Order o Start
England	Napler	Jenatzy	English	Green	
tal	Mercedes	Burton	Italian English English	Black and Yel	low
merica	Richard Brasier		French English	Blue	
iermany	Fiat.	Cagno	Belglan Italian Austrian	Black	10
merica	Pope Toledo De Dietrich	Dingley	American French	Red	
ingland	Mcrcedes	Werner	English	White	1
taly. Austria	Mercedes	Her nomou	sAustrian	Black and Yel	low 1

German team, among whom is Jenatzy, winner of the contest in 1903, held in Ireland.
For numerous reasons the American team's
chances are not very highly thought of,
In the first place American drivers lack the
long experience with racing cars which
counts so heavily in such affairs. The Vanderbit race on Long Island last year was the
first and only big road race held in this
ceuntry. The Stars and Stripes are to be
carried by two Pope-Toledos and one Locomobile, their nominators being Col. Albert
A Pope of Boston, W. T. Muir of Lexington,
Ky. and Dr. Harold E. Thomas of Chicago,
respectively. The Pope-Toledo cars are of
but 50 horse-power and are to be driven by
Herbert W. Lyttle and Bert Dingley, while
the Locombile racer has 60 horse-power
and will be driven by Joe Tracy.

Lyttle and Tracy have had as much experience in road racing as most of their countrymen, both having driven machines in the
Tanderbit toup contest last October. Dingley,
who is a novice at road racing, is the only
native American, Lyttle being an Englishman and Tracy an Irishman. Lyttle drove
a 26 horse-power Pope-Toledos stripped touring car in the Vanderbilt race and was in
third place when the race was stopped to prevent finury to the thousands of spectators
who had beguin to swarm over the course.
Lyttle had not quite finished the entire distance, however. George Heath, the winner,
and Albert Clement, Jr., were the only ones
officially to finish. Welcher of the latter will
contest for the Berger of the latter will
contest for the Berger of the latter will
contest for the Pope-Toledo stripped tournations. The consending his title to the
Vanderbilt race, but had trouble with
the comparatively low po wered car which

Both the formation of the service of 137-8 kilomers for a total of 337 miles. In addition
to France, on the first proper of the latter will
contest for the Berger of the latter will
contest for the Berger of the latter will
contest for the perfect of the latter will
contest for the perfect of the latter w

BIG CHESS TOURNEY. International Competition to Be Held in New York Next Year.

Announcement was made yesterday that another international chess masters' tournament, to be held in New York city, and to be known as the Eighth American Chess Con-gress, is planned for January and February of next year. It will be open to from twelve

rlosing on Nov. 15 next. No such tournament has taken place in his city since the year, 1889 when Tschigorin f. Russia and Weiss of Austria tied for first prize in the contest of the Sixth American Chess Congress. The most liberal provision will be made for a prize fund and the players,

will be made for a prize fund and the players, beside having the opportunity of competing for four prizes of \$1,000, \$750, \$500 and \$250, respectively, will be paid at the rate of about \$25 for every game won. The prize winners will of course only receive such compensation in the first half.

The funds for the undertaking will be raised through subscriptions by patrons and honerary committeemen, gate receipts and the publication of a daily bulletin containing the scores of all the games. The management of the congress will be in the hands of Hartwig Cassel of the Manhattan Chess Club and Hermann Helms of the Brooklyn Chess Club, who conducted the international tournament at Cambridge Springs, Pa., last year, wherein F. J. Marshall of Brooklyn won the first prize.

International Chess.

Special Cable Despatch to THE SUN. OSTEND, Belgium, July 1 .- Maroczy of Hungary, leader in the international chess masters' tournament, started the second half of the competition to-day with the foureenth round, and was defeated by Janowski He retains first place, however, with half a point ahead of his conqueror. In the other games Tarrasch and Schlechter drew, Marshall defeated Leonhardt, Taubenhaus won from Blackburne, Marco scored against Wolf, Burn disposed of Teichmann and Alapin and Tschigorin drew. The scores to-date:

The Tacing Of the City	CW.	THE SCOTES	to-unte	
Alapin 61.5 Blackburne 51.5 Burn 6	L. 715 815 8	Marshall Schlechter Tarrasch	8 8⅓ 0	L. 6 516
Janowski 914 Leonhardt 7 Jarco 714 Maroczy 10	7	Taubenhaus. Teichmann Tschigorin Wolf	7	11 7 10 714

Yachts Change Hands.

The following transfers of yachts are reported by Stanley M. Seaman: Dr. Edward Reynolds of Boston has sold the auxiliary yawl Thora to Ex-Commodore J. P. bovan, New Rochelle Yacht Club. The Thora is a centerboard boat, 45 feet over all, 30 feet on the water line, 12 feet 6 inches beam and 4 feet 9 inches draught. She was built in 1902. She made a very successful run from Boston and is now at New Rochelle.

William B. May has sold the launch Vigilo to Dr. R. S. Peabody of New Haven.

Edward Swinn has sold the sloop Whitby to Julius Steffens of Vallsburg, N. J. The Whitby is 59 feet over all, 17 feet beam, and 4 feet 6 inches draft. She was built in 1822 for A. B. Park and cost \$17,000.

Dr. A. R. Starr has sold the auxiliary yawl Aiga to F. R. Ryder of this city.

These charters are reported by Tams, Lemoine & Crane: Steam yacht Sultana, owned by estate of J. Montgomery Sears, to C. Oliver Iselin: steam yacht Columbia, owned by J. Harvey Ladew, to Walter G. Ladd; steam yacht agamore, owned by Howard Bernard, to R. Livingston Beeckman.

Reported by Macconnell & Cook: Steam racht Neckan, chartered by Joseph S. Whiteside to R. S. Marvin, Columbia Yacht Club.

75, foot gasoline yacht Lavinan, sold by G. W. Cook of Philadelphia to George Deming of Cleveland. feet on the water line. 12 feet 6 inches beam

merican Yacht Club Annual Regatta. The annual regatta of the American Yacht (lub will be sailed to-morrow on the Sound.

Club will be sailed to-morrow on the Sound.

off Milton Point. This club has been very successful the past season and has increased very largely in membership, and it is expected that the regatta on Monday will be of more than ordinary interest.

The regatta is open for all classes of schooners, sloops and yawls, raceabouts class, the larchmont and American one design raceabout classes, the Seawanha a fifteen-foot one design class and the Manhasset one design class. Suitable prizes will be awarded in all classes in which two or more yachts start, and second prizes will be awarded in all classes in which four or more yachts start. The races will be started shortly after noon.

NEW ATHLETIC PARK. Macomb's Dam Track Will Be Ready for Competitions in August.

Some time ago the Metropolitan Association of the A. A. U. of the United States appointed a special committee, of which F. W. Rublen of the St. George A. C. is chairman, to cooperate with the city authorities in reof next year. It will be open to from twelve lation to the establishing of permanent to sixteen players, who will be required to athletic grounds near the Harlem River, and contest a full two round tournament, entries after several conferences they decided to fit out what is known as the Macomb's Dam Public Athletic Track, which is situated near the viaduct. mittee has had the positive assurance of Mayor McClellan that the work would be pushed on this particular track, and that he would cooperate in every way toward the erection of playgrounds, atthleic tracks and public gymnasiums for the residents of New York city.

Vesterday Chairman Publica had a care. and Harlem River. The com-

would cooperate in every way toward the erection of playgrounds, atthleic tracks and public gymnasiums for the residents of New York city.

Yesterday Chairman Rubien had a conference with Commissioner H. C. Schrader, the Park Commissioner of the Bronx. Mr. Schrader has filled in and leveled off the grounds whereon the track is to be made, and it is expected that before the first of August the track will be ready for the clubs and athletes of the city of New York. The A. A. U. clubs of The Bronx, particularly the Mohawk and the Mott Haven, have been cooperating with the committee toward having this athletic track completed. The track, when finished, calls for a quarter mile cinder path, with 100 yards straightaway. The date for the formal opening has not yet been decided upon, but it is the intention of Chairman Rubien to call his committee together and plan a monster athletic carnival, to be held on some Saturday agreeable to Commissioner Schrader. Valuable prizes will be given to those who finish first, second and third in each event, and it is confidently expected that it will become the place where nearly all of America's championships will be deci'ed.

There is one feature that will be added to the new public athletic track at Macombs Dam that will certainly appeal to the young man who has to work all day, and that is, he will be permitted to take his exercise at night. That is the plan that has been decided upon by Commissioner Schrader. It is his intention to have the track strung with electric lights so that boys who are engaged in business during the day can exercise in the evening. The Commissioner yesterday stated that a house, to be devoted exclusively to those athletes who desire to use the grounds for practise purposes, would be built. The plans for this house have already been drawn and are now in the hands of the Commissioner. They show ample accommodations for locker rooms and shower rooms.

NEBRICK RUNS FAST MILE.

New York A. C. Runner Covers Distance in 4.26 4-8 at Corona A. C. Games. The Corona A. C. held its inaugural games at Morris Park racecourse yesterday, and a program of fine open events attracted the best athletes of the locality. The event of the day was the mile run handicap with Nebrick of the New York A. C. on the scratch mark and conceding big handicaps to several cracks. He ran splendidly, but had not quite speed enough at the finish to catch Winfield Balley, who had an allowance of 80 yards. Nebrick's time was 4 minutes 26 4-5 seconds, the fastest mile recorded in this locality in the fastest mile recorded in this locality in some time. Sedley of the New York A. C. won the quarter mile off the 17 mark in 49 3-5 seconds. Harry Hillman was on scratch, and was only a few yards away at the finish.

100 Yard Run Handicap—Won by W. E. Finley, New York A. C., 6 yards; W. Franckle, New York City, 9 yards, second; W. J. Keating, New York A. C., 8 yards, third. Time, 9 4-5 seconds.

440 Yard Run Handicap—Won by H. A. Sedley, New York A. C., 17 yards, J. W. Miller, New York A. C., 17 yards, shird. Time, 49 3-5 seconds.

One Mile Run Handicap—Won by Winfield C. Balley, Mohawk A. C., 80 yards; Bart Freeman, Xavier A. A., 55 yards, second; Fred Lorz, Mohawk A. C., 100 yards, third. Time, 4 minutes 26 1-5 seconds.

A. C., 100 yards, third. Time, 4 minutes 26 1-5 seconds.

Running High Jump. Handicap—Won by G. J. Fleming, Boys Club, 6 inches, with an actual Jump of 5 feet 8 inches; J. F. Weber, New York A. C., 6 inches, second, with an actual jump of 5 feet 7 inches; J. W. Price, New York A. C., 4 inches, third, with an actual jump of 8 feet 8 inches.

Putting Tweive Pound Shot, Handicap—Won by W. Schmidt, Franklin A. C., 6 feet, with an actual put of 42 feet 15 inch: L. E. J. Feuerbach, New York A. C., scratch, second, with a put of 46 feet 9 inches; H. M. V. Connelly, New York A. C., 8 feet, third, with an actual put of 48 feet 1½ inches.

Honolulu Swimmer Coming to New York.

Daniel P. Remar of Honolulu, the crack awimmer, and holder of a record for the 100 yards straightaway, will be a competitor in the A. A. U. swimming championships scheduled for Travers Island during the month of July. According to Herbert Hauser, secretary of the Pacific Coast Association of the A. A. U., he is on his way here now.

went to St. Ann's School. Father Sullivan, the "athletic priest," was there in command of the St. Ann's boys, and his presence on the youngsters was magnetic, for they were the best conducted of any delegation there. Public School 40 was present with its array of speedy tyros, and they swept all before them in the events open to public schools.

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SMALL BOYS IN RUNNING RACES

LIVELY SPORT AT OPENING OF TOMPKINS PARK.

Commissioner Pallas Sits in State While the Young Athletes Strive for Prizes -Mickey Grabs His Cap and Runs -Honors for Public School 40.

Pretty nearly all the small boys on earth. most of them in running breeches and jerseys with letters sewed on them, assisted Park Commissioner Pallas to open the new twelve lap cinder track in Tompkins square yesterday afternoon. Small boys crowded the infield and kept twenty officials and ten cops busy herding them away from in front of the grand stand. A solid bank of small boys, cheering shrill cheers, fringed the track. Strav small boys occupied the trees and the roof of the band stand. Bad small boys tried to sift through the legs of the cops. Very small boys gurgled in the arms of their mothers.

Commissioner Pallas sat in the center of the grand stand, beside the official water pitcher, and took his ease, and the boys did all the work. It was their day. Officials whose names occupied three pages on the emerald green program toiled and sweated and argued, making little Willie Casey keep on his mark at the start, or persuading little Isidor Winkowski that it's no fair to start your relay until your man catches up with

the boys, and also to a dozen athletic directors from as many public parks, who rushed alongside every race, whooping to the contestants to keep their hands down and pull up their knees and run, you little sons-of-guns. These directors barked like a set of baseball coaches during the potato race, which was run in about twenty heats

"Now, Morris," said the director from Corlears Park to a curly headed youth, who removed a derby hat from the back of his head before he settled down on the mark, "remember to drop your potato every time. Run, Morris!"-for the pistol had gone off-"Run, you little sinner! Grab the third! Aw! Pick up that potato; what's the matter with you! Go on! You've got him! Finish! A-aw-aw!" for Morris had tumbled on his nose and the Adonis of Tompkins Park was beating his turner's trousers and whooping for joy.

"Anyway, I'd 'a won if I hadn't fell,"

said Morris, blowing his nose to conceal his feelings.

The event which tickled the mothers and gave joy to the little girls was the midget relay race. Five teams ran—every "man" under ninety pounds. There was a dispute at the start because Public School 40 had under ninety pounds. There was a dispute at the start because Public School 40 had run in a "man" who looked to weigh 100 at least. It was left to Congressman Sulzer, who officiated as honorary director. Bill Sulzer lifted the "man" of School 40 and called it a good hundredweight, to the sorrow of School 40, which won anyhow. The pet of this race was a little Irishman about knee high to a duck, who ran the second relay for St. Ann's School. He toed the scratch in a pair of last year's breeches, black stockings covering very slim legs, an undershirt and a cap. The officials suggested that he remove the cap.

"G'wan, I can't run widout it," he replied, simply. When he got away, 10 yards behind a 90 pounder of School 40, he shewed what he meant. He rippe off the cap and gripped it in his right hand as he put on his spurt.

"Go it, Mickey!" yelled the gallery. And Mickey certainly went. He scattered cinders in every eye as he tore up the track. Yard after yard, Mick y's red top drew nearer the man of School 40, until, at the finish, he drew even and rolled over in a state of s mi-collapse.

"I always grass me can when I want to

finish, he drew even and rolled over in a state of s mi-collapse.

"I always grabs me cap when I want to go good," he explained when he could talk. School 40 won, after all, to the sorrow of Mickey, who was consoled only when Father Feely told him that he'd be another Bernie Wefers some day.

The Tompkins Square running track is the second of a string which will be established in the parks of the city. The first is at Hamilton Fish Park. The third, at Thomas Jefferson Park, will be opened in August. This will have two tracks for the boys and two for the girls.

August. This will have two tracks for the boys and two for the girls.

The athletic events were held under the auspices of the East End A. C. and were all confined to schoolboys. The track is built of cinders and is twelve laps to the mile, after the plan of the old grounds of the Pastims A. C. In the center are the gymnasium apparatus, horizontal bars, flying rings, ladders, swings, butts, side horses, and several other instruments good for developing the muscle. It is said the plant cost the city \$75,000 or thereabouts, though when some of the experts viewed the fixtures and compared them with those of the up to date athletic clubs

viewed the fixtures and compared them with those of the up to date athletic clubs they considered the item of expenditure a trifle large.

The program contained a dezen contests, some confined to the public schools, the parochial schools, high schools, and a few to the public parks. In the events for the parochial schools which included the neighboring institutions, premier honors easily went to St. Ann's School. Father Sullivan, the "athletic priest." was there in command

More Victories For

At Empire City Track on June 26th and at Pittsburgh on June 29th, Chevrolet, in Major Miller's 90 H. P. "FIAT" again defeated Barney Oldfield.

"FIAT" Leads. Hollander & Tangeman

3 and 5 WEST 45th ST.,

Harvey Cohen of the Irish A. A. C. were down for an exhibition of distance running, but according to the new ruling of the A. A. U. were prevented from appearing. In future exhibitions and special contests for champions will not be allowed in games for public schools, and can only be possible in open meetings sanctioned by the A. A. U. The summaries:

220 Vard Run. Senior—Prizes donated by Hon.

220 Yard Run, Senior—Prizes donated by Hon, Julius Harburger—Won by G. Phillips, Public School 19; W. Ringwald, Public School 49, second: J. Hirschtorn, Public School 25, third. Time, J. Hirsch orn, Public School 25, that That, 272 5 seconds.
20 Yard Run, Junior—Prizes donated by Charles J. Dieges—Won by G. Ottinger, Public School 40; R. Pulvermacher, Public School 18, second; G. Kriete, Public School 40, third. Time, 7 seconds, 100 Yard Run, Junior, Parochial Schools—Prizes presented by John J. Haggerty—Won by B. Feeney, St. Ann's School; J. McGoldrick, Epiphany School, second, J. Brennan, Epiphany School, third. Time 14 seconds. second, J. Brennan, Epphasis, 14 seconds.
Half Mile Relay, Interpark Junior—Won by Toupkins Park, with M. Rosen, J. Florea, H. Chatyn and M. Abrahams; Seward Park second, with L. Werner, S. Richter, M. Israel and H. Grossman; John Jay Park third, with T. Sanders, A. Margoninosky, J. Robiner and F. Widder, Time, Margoninosky, J. Robiner and F. Widder. Time, 2 minutes 8 seconds. Seconds — Prizes presented by William Colahan—Won by J. Drew, St. Ann's School: F. Kiernan, St. Ann's School, second; C. Clark, St. Joseph's M. I. V., third. Time, 1 minute 1 1-5 seconds.

1-5 seconds.
Interpark Potato Race, Junior—Won by S.
evy, Seward Park, A. Lichtman, Tompkins Park,
scond; J. Koenig, Tompkins Park, third. Time,
leaconds. Levy. Seward Park: A. Lichtman, Tompkins Park, second; J. Koenig, Tompkins Park, unrd. Time, 33 seconds. University of New York, Seesond: A. Miller, Schools—Prizes presented by the Hon. W. Sulzer—Won by J. Monticlo, De Witt Clinton High School; Frank Kurcher, College City of New York, Second: A. Alexander, Stuyvesant High School, third. Time 1 minute 4 seconds. Midget Relay Race, 5so Yards—Prizes presented by Commissioner John T. Oakley—Won by Public School 40, first team, with J. Belsier, L. Schmitt, Earl Denroche and H. Marshall; Public School 40, second team, second, with W. Craig, A. Aufforth, C. Rels and G. Kriete; Public School 25, third, with A. Tiliman, G. Zinnananan, M. Litwin and W. Schmidt, Time, I minute 19 seconds.

50 Yard Run, Junior, Parochial schools—Prizes presented by George W. Harnisch—Won by J. McGoidrick, Epiphany School; J. Deegan, St. Bridget's School, second: A. Fitzparick, St. Ann's School, third. Time, 7 1-5 seconds.

100 Yard Run, Junior, Public Schools—Won by Earl Denroche, Public School 40; G. Ottinger, Public School 40, second: G. Kriete, Public School, 40, third. Time, 12 4-5 seconds.

11terpark Potato Race, Senior—Won by J. Kucha, Tompkins Park; Isaac Simberg, Hamilton Fish Park, second: M. Gottlieb, Hamilton Fish Park, second: M. Gottlieb, Hamilton Fish Park, Lind. Time, 30 4-5 seconds.

220 Yard Run, Parochial Schools—Prizes presented by J. A. Donnelly—Won by J. Drew, St. Ann's School; P. Cunningham, St. Asn's School, second: J. Feeney, St. Ann's School, third. Time, 23 3-5 seconds.

Interpark Relay Race, One Mile—Won by Hamil-Seconds.

Interpark Relay Race, One Mile—Won by Hamilton Fish Park, with M. Solomon, J. Friedman, B. Greissman and I. Loder; John Jay Park, second, with M. Goldzeiger, J. Amster, M. Newman and H. Kucha; Tompkins Park, third, with I. Gilson, C. Rosenberg, M. Grotke and S. Flasther. Time, 3 minutes 54 2 5 seconds.

NOTES OF THE TRADE.

What's Going On in Automobile Circles. Because he drew number six, which the French think is the lucky number for the sixth Gordon-Bennett cup race, Herbert H. Lytle, the American driver, with his 50 horse-power Pope Toledo, is the favorite in the classic event that will be run over the Auvergne course in France next Wednesday. Lytic writes to a friend in this country that the more he sees of the course and from his observations at the French eliminating trials he thinks his chances for winning the cup are exceedingly bright. He says that he has been practising on the course every day in a touring car and twice a week with his racing machine. A recent ruling permits the fast cars to use the roads only two days during the week. Lytic says that his car is especially suited for the work that will be demanded on the long journey, for it can travel as fast as the roads permit and moreover, the flexible motor, for which the Pope Toledo cars are famed, will enable him to make the turns with comparatively tittle loss of time. The automobile world now awalts the outcome of the big event, and it is genevally agreed that America stands a better chance this year than ever before. Credit is being given to Col. Albert Pope and to W. T. Mutr, who entered

One of the youngest long distance automobile parties that has ever put out from this city has just started for Detroit, Mich. Alan Corey, son of William E. Corey, president of the United States Steel Corporation and a student of the Hotchkiss School at Lakeville, Conn., has as his guests on the long trip two of his schoolmates, Geraid C. Murphy, son of P. F. Murphy, president of the Mark Cross Company, and Philip North Wright son of James N. Wright of the Calumet and Hecla mines. The three boys, who are enthusiastic motorists, ex-pect to make fast time on their journey. They

At Hartford the other day a newspaper man asked Eddie Bald what he thought as to the respective demands made upon a driver's nerve in time trials on circular tracks and in competition. "It is this way." said Bald. "Time trials are, of course, safer than races, but they lack that psychological quality which takes a man out of himself and renders him entirely oblivious to everything except the main object he has in view. I really think it requires more actual effort to attend strictly to business in rounding the corners at a mile a minute galt when you are alone on the track really think it requires more actual effort to attend strictly to business in rounding the corners at a mile a minute gait when you are alone on the track and out for time only than it does when you are cout in a serimmage trying to do up the other fellows with the air full of dust and a general whirl all around you. Under the latter condition some power outside of your own mentality seems to direct the machine. Yes, I think that anything like judicious management makes it profitable for a manufacturer to put out a big racer. It certainly costs a lot of money, but if the machine does good work it must be an excellent advertisement for its maker. Talking about racing, it pays to win races with fully equipped stock cars such as are soid regularly to customers. I have found this out during my connection with the Columbia people. The prospective buyer cannot but have his confidence inspired by good track performances of the make of car he has under consideration.

That the methods on which Bird & Archer are running the big automobile depot on West Fortieth street are being appreciated is evidenced by the street are being appreciated is evidenced by the way prominent owners of automobiles are contracting for storage space. The big five story building is perfectly adapted for the business, and the finishing touches are nearly completed. This depot has been designated by the Hartford Suspension Company as a proper place to have the shock absorbing device appiled, and special machinery has been put in place for this purpose.

Passing the Baker electric depot on Broadway, near the circle, one would be inclined to think that business was very quiet, for there is practically no hint of the immense, handsomely fitted salesroom on the second floor, wherein there is displayed and ready for immediate delivery a score of the best work of the Baker factory, yet there has been transacted here a business that has established a record in the sale of electric vehicles. C. B. Rice, the general Fastern agent, is practically a newcomer to New York, yet he has made good, Perhaps he has been lucky in having the vehicle to do it with.

Later despatches reveal a still greater victory for the 16 horse-power Heo touring car while negotiating the mountain in Wilkesbarre, Pa., recently with four passengers. The incline is two miles long, while the grade is 27 per cent. The Reo enjoys the distinction of being the first motor car to climb this hill and make the descent with the same complement of passengers. Mr. and Mrs. Olds have entered for the Glidden tour July 11.

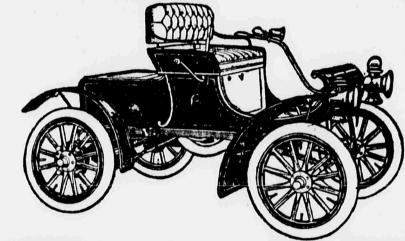
One of the most interesting cars at the Morris Park meet, July 3 and 4, will be the Flat, Jr., which Hollander & Tangeman have Just received from Turin. This car is especially built for track racing, and was made under the personal supervision of Cedrino, the Italian driver. It carries a starkiard 24 horse-power engine and weighs but 1,500 pounds. Hollander & Tangeman are willing to race any machine in the middleweight class. They were much disappointed that the car was not on hand for the recent Empire meet. It arrived on the morning of the races, but got to the track too late. After the vaces were over both Chevrolet and Parker tried it out. They declare that it will prove one of the speedlest machines ever turned out by the Italian manufacturers.

Harry S. Houpt received a very flattering offfor his six cylinder Thomas right after its good
showing at the Empire Track last Monday, and
though he was much gratified for the offer came
from a gentieman well known in automobile racing
circles, he turned it down. This car is Houpt's
Vanderbilt cup trial eligible, and he intends to campaign it himself. Montague Roberts, Mr. Houpt's
driver, now that he has a real racing machine to
he alle is demonstrating more than ever that he
p sesses the qualities that go to make up a great
driver. He is quite unassuming in manner, and a
favorite with the attending public.

Dwight B. Huss, the winner of the Oldsmobile race to Portland, says that during the entire trip from New York they did not cause a single accident to a horse drawn vehicle. The repairs to his machine cost but \$17, and they only used two sets of tires, the second set still being good for a thousand miles, and furthermore, "Old Scout" made every mile of the distance, nigh on 4,000 miles in forty days' running time, without the aid of any power except its own engine, and the strength of its drivers, as they had to pull it out of the mud a few times.

An interesting bit of hill climbing was done last week with a 16 horse power Queen light touring car. With two heavy passengers the car was brought to a standstill with its front wheels at the bottom of the famous Snake Hill in Central Park. Starting on the high gear the car ascended the hill and made the circuit without difficulty. This hill has a grade of from 7 to 10 per cent. with sharp turns, and many high powered cars have to rush it to take it on the high gear. C. A. Duerr, the Queen agent, has been vegetating in Maine the past week. He is expected back to-morrow to attend the Morris Park races, after which he goes on an extended vacation. an extended vacation.

S. F. Edge of London, who so frequently takes the initiative in motor trials, has just conducted a test at the Crystal Palace, London, to determine the relative stopping powers of horse drawn and motor vehicles. Something of this kind was badly The OLDSMOBILE a Good Investment



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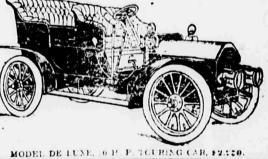
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needed for there are still many people who find

HORSEMEN, DON'T revelation even to automobilists, while the unfailing evidence of the tape convinced the general public.

The methods of conducting the tests were thorough and fair; the weather conditions, however, favored the horses rather than otherwise, as a heavy rain had been falling all the morning, and the surface of the road was completely soddened, causing the cars to skid forward even when the wheels were locked. The track was crossed at intervals by broad, whitewashed lines, and at each line two men were stationed, each with a flag heid aloft. The competitors were then sent down the track at various speeds, and stopped at one of these lines by dropping the flags. As the stopping points was constantly varied, the operators at no time knew when they were to be signaled to stop, consequently they were not prepared in any way by being forewarned.

The first trial was between a motor mall wagon and a horse drawn vehicle of the same type, ending in a victory for the motor wagon, for even at 7.6 miles per hour the horse drawn vehicle could not be pulled up in less than 28 fect, against the 8 feet of the motor.

The next contest was between a six cylinder 45 horse-power Napler and a single horse brougham, the latter being flited with a brake. The Napler pulled up in 10 feet 6 inches (practically in its own length) going at 13 miles an hour, whereas the brougham took five times the distance.

A 15 horse-power Napler and a bitcher's cart were next sent over the course at 18.8 miles an hour, the motor car coming to a full stop on signal in 14 feet 3 luches, while the cart required 38 feet 5 inches to accomplish the feat.

The final trial was between the 90 horse-power Napler and the trotting sailty, Various circumstances combined to give the sulky an even more favorable show than its predecessors, Sacrifice a good animal because he's lame. WE CURE LAME HORSES under binding guarantee or money refunded, by our scientific resolvent and absorbent treatment. We remove the cause and CURE THE LAMENESS, A trial package of Pixine Liniment, Veterinary Pixine colutionart) and our valuable bookiet, lelling

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as the driver was an expert, while the horse was trained to circus work. Again the ear with the longest wheel base was pitted against the shortest combination of horse and carriage. In the first trial the distances at 184 miles an hour were 24 feet and 35 feet in favor of the big Napler, and in the second 26 feet and 43 feet, also in favor of the racing car. Among those who witnessed the trials were Scott Montagu, Col. Holden, Col. Mark Mayhew, Lord Royston and a representative of the local government board.